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## RIVER FLEEF IMPROVES IN 1951, BUT 1952 PLAN LAGS

Assisters in parentheses refer to appended sources.7

Volume of hauling by the river fleet exceeded the prewer figure by the end of the 1946 - 1950 Five-Year Plan. The average yearly gain during this period assumted to 27 percent in tons and 29 percent in ton-kilometers.

Mechanisation of cargo handling rose from 46 percent in 1940 to 69 percent

In 1951, the Ministry of River Fleet fulfilled its hauling plan 100.6 percent in tons and 99.9 percent in ton-kilometers. This represented an in-dresse of 13 percent in tons hauled over 1950.(1) However, the ministry faciled to complate its hauling plan for some specific items such as petroleum, lymber (hauled in ships), chemicals, and metal. (2)

During 1951, one third of the ship tonnage of Volgatanker Ship Line was busy mauling petroleum products from regions of the Second Baku. (3)

The Ministry of River Fleet has announced that freight hauling by the river float is to be increased 12.3 percent in tons and 14.8 percent in tonbillestern during 1952. Whe plan calls for even larger increases in the hauling of coal, metal, and construction materials, and shipments to the great curatruction projects will be double those of 1951. The proportion of mixed water-rail transportation will be increased and freight handling will be 85 percent mechanized by the end of the year. (1)

Results of operations during the first two quarters 1952 have not been satisfactory. After failing to complete its first quarter plan, the river navigation conditions. This period is usually used to provide a basis for fulfillment of the year plan as the high water in the rivers at this time permits full utilization of the fleet: (4)

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Although river ships are schieving considerable successes in hauling timber in large rafts which carry as much as 54,000 cubic meters of lumber, and individual ships have far exceeded hauling norms, timber hauling in the ministry as a whole is far from satisfactory. On 20 June, the ministry's second-quarter plan for hauling timber in rafts was only 50 percent completed, for hauling timber in ships, 60 percent. Timber having is lagging seriously in the basins of Glavvostok (Main Administration of River Fleet of Eastern Basins) and Glavseveroflot (Main Administration of River Fleet of Eorthern Basins), especially in the following ship lines: Horthern, Belomoral-Onega, Pochora, Lower Irtysh, Amur, East Siberian, Belaya, Upper Duepr, and Kama. (5)

Poor work discipline, serious deficiencies in operational work, and poor planning are mainly responsible for the lag in the 1952 Plan. Many ships were still undergoing winter repair at the start or the 1952 navigation season, and ships too frequently must be taken out of operation for repairs. Thousands of ship hours are lost through poor scheduling or through unnecessary layover of ships in ports.

The Northern Ship Line, one of the largest in the ministry, is particularly lagging behind plan. Heads of the soministration blaze the shortage of ships for this lag, but the real reason lies rather in the inefficient utilization of ships and the fact that too many ships are undergoing accident repair. In May, the self-propelled fleet of the Morthern Ship Line lost 20,293 horsepower days because of accidents and on 13 June alone, nine steamships were laying over for repairs. Meanwhile, timber in rafts was held up for lack of towships.

Many ships spend excessive layover time in ports because of poor scheduling. Order Evaber 80 of the ministry called for strict scheduling of at least 50 percent of the slow freight, but little success has been achieved in this Tield. Heads of the Volga Freight Ship Line and Glavtsentroflot (Main Administration of River Flest of central Basins) were especially criticized by the ministry for not taking stricter measures to improve ship scheduling. (4)

One of the main reasons for the lag in timber hauling is that the timber workers are late in forming rafts. For example, on the Vychegda River, timber workers have been completing only 50 percent of their daily norms for this kind of work, and on the Kama River this work lagged to the extent of nearly a million tons of lumber in only 20 days of June. In the (b'-Irrysh Basin this work is also legging seriously. There, timber loading and unloading work is poorly organized, and the readsteads are not supplied with enough workers. For example, at the large transtipping point of Cheremoshnik, timber is unloaded only during one shift, thereby causing much tonnage to be tied up there. (5)

## SUURCES

- 1. Moscow, Rechmy Transport, 14 Mar 52
- 2. Ibid., 18 Apr 52
- 3. Ibid., 4 Mar 52
- 4. Joid., 20 Jun 52
- 5. Ibid., 27 Jun 52

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